

Mails.

Occidental & Oriental Steamship Company.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, via THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Gedie (via Amoy), Nagasaki, Kobe, TUESDAY, Sept. 11, Inland Sea and 1 p.m. Yokohama.
Bogie (via Nagasaki), WEDNESDAY, Oct. 10, Kobe, Inland Sea and Yokohama, 1 p.m.
Oceanic (via Nagasaki, Kobe, Inland Sea and Yokohama), TUESDAY, Oct. 30, Sea, Yokohama, 1 p.m. and Honolulu.)

THE Steamship *GALIU* will be despatched for SAN FRANCISCO, via AMOY, NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on TUESDAY, 11th September, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, reembarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This discount does not apply to through fares from China and Japan to Europe.

All Parcels Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Comptor Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, September 3, 1894. 1364

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
City of Peking (via Nagasaki, Kobe, and Yokohama), TUESDAY, Sept. 19, Inland Sea, 1 p.m.

China (via Nagasaki, Kobe, and Yokohama), TUESDAY, Oct. 2, Inland Sea, 1 p.m.

Per (via Nagasaki, Kobe, Inland Sea and Yokohama), SATURDAY, Oct. 20, 1 p.m.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for SAN FRANCISCO, via NAGASAKI, KORE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, 19th September, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular fare.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels Packages will be received at the office until 5 p.m. same day; all Parcels Packages should be marked to address in full; value of same is required.

Comptor Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, August 29, 1894. 1400

Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Wingsang* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon of the 4th Inst. will be landed at Consignees' risk and expense into Godowns at East Point. No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, September 1, 1894. 1424

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNNEES.

STEAMSHIP ARGYLL, FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG and KOWLOON WHARF AND GODOWNS ON KOWLOON, whence and/or from the Wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 5 p.m. To Day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th Instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th Inst., at 3 p.m. No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARLILL & CO., Agents.

Hongkong, September 3, 1894. 1452

STEAMSHIP MELBOURNE.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNNEES.

CONSIGNNEES who have paid full fare, reembarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This discount does not apply to through fares from China and Japan to Europe.

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J. S. VAN BUREN, Agent.

Hongkong, September 7, 1894. 1451

OCean STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

(Taking through Carries for SULU, MENADO and GORONTALO).

The Co.'s Steamship *Yuenang*.

Captain BAWNEE will be despatched as above on WEDNESDAY, the 12th Inst., at 3 p.m.

For Freight or Passage, apply to:

JARDINE, MATHESON & CO., General Managers.

Hongkong, September 7, 1894. 1451

FOR THE OVERLAND RAILWAYS.

FOR ATLANTIC & OTHER CONNECTING STEAMERS.

FOR THE INLAND SEA OF JAPAN AND HONOLULU.

FOR PROPOSED SAILINGS FROM HONGKONG.

For Freight or Passage, apply to:

BUTTERFIELD & SWIRE, Agents.

Hongkong, September 7, 1894. 1450

Vessels Advertised as Loading.

Destination. Vessels. Agt.nts. Date of Loading.

Foochow and Tientsin	Presto (s).	Butterfield & Swire.	Sept. 9, daylight.
Japan	Verona (s).	P. & O. S. N. Co.	Sept. 14.
London, v. Suez Canal	Glenorchy (s).	Jardine, Matheson & Co.	About Sept. 8.
London, v. Suez Canal	Teucer (s).	Butterfield & Swire.	Sept. 11, daylight.
London & Hamburg	Trocas (s).	Arnold, Körberg & Co.	About Sept. 12.
London & Ports of Call	Rohilla (s).	P. & O. S. N. Co.	Sept. 13, at noon.
London	Japan (s).	P. & O. S. N. Co.	About Sept. 18.
Manila	Yuenang (s).	Jardine, Matheson & Co.	Sept. 19, at noon.
Marquesas, v. Samoa	Yarra (s).	Butterfield & Swire.	Sept. 11, at 4 p.m.
Nagasaki and Kobe	Changsha (s).	Dowell, Cartill & Co.	About Sept. 13.
New York, v. Suez Canal	Macduff (s).	Siemens & Co.	Quick despatch.
New York	Bidston Hill.	Shewan & Co.	Quick despatch.
New York	George S. Homer.	Shewan & Co.	Quick despatch.
New York	Sequashanha.	Butterfield & Swire.	Sept. 12, at 3 p.m.
Port Darwin, &c.	Ching (s).	P. & O. S. N. Co.	Sept. 13, at 1 p.m.
Port Moresby, v. Japan	China (s).	P. & O. S. N. Co.	Sept. 18, at 1 p.m.
Port Moresby, v. Japan	China (s).	P. & O. S. N. Co.	Sept. 19, at 1 p.m.
Port Moresby, v. Japan	China (s).	P. & O. S. N. Co.	Sept. 20, at 1 p.m.
Port Moresby, v. Japan	China (s).	P. & O. S. N. Co.	Sept. 21, at 1 p.m.
Port Moresby, v. Japan	China (s).	P. & O. S. N. Co.	Sept. 22, at 1 p.m.
Port Moresby, v. Japan	China (s).	P. & O. S. N. Co.	Sept. 23, at 1 p.m.
Port Moresby, v. Japan	China (s).	P. & O. S. N. Co.	Sept. 24, at 1 p.m.
Port Moresby, v. Japan	China (s).	P. & O. S. N. Co.	Sept. 25, at noon.

MEMOS. FOR TO-MORROW.

Shipping.

Noon.—Wingsang leaves for Sinttae and Caleutta.

4 p.m.—Peigang leaves for Shanghai.

Miscellaneous.

Lord Spencer, First Lord of the Admiralty, holds the office held by his grandfather exactly one hundred years ago.

The Japanese steamer *Ariake Maru*, which has been lying in Hongkong Harbour ever since hostilities broke out between China and Japan, cleared to-day for Miyama (Japan). She is evidently going to make a dash for the north.

The *Progrès* and other papers, both in Saigon and Singapore, reproduce war telegrams published in Hongkong purporting to come from Chashulpo, in spite of the fact that from the very first of the war there has been absolutely no communication by wire with that port.

Carra and Corea are not the only places where the British flag is treated with scant courtesy. While a Gibraltar schooner, flying the British flag, was lying off the coast of Morocco she was boarded by an armed band of Rif Arabs—riff-ruff, we suppose—who pulled out from the shore last twenty or twenty-five years. But in the opinion of Mr. Consti. Dundas, of Hamburg, they have not made so much progress as their German and Scandinavian competitors, who are superior to them in sobriety and order. Hence it is that it is a most difficult thing to ship British seamen at German ports, the masters preferring Germans and Scandinavians. The English masters do not deny the superiority of their fellow-countrymen, the fact that when in difficulty or danger they would prefer to have a British crew at their backs, but they declare that under ordinary circumstances they find the foreigner less troublesome. If, therefore, British seamen complain that British vessels are now filled with foreign seamen, they are warned by Mr. Dundas that the remedy lies in their own hands. Is it or is it our seamen who complain of foreign competition? These are our traders, we are always lamenting the expansion of German trade. Mr. Dundas accounts for this expansion by the greater pains taken by German traders to find out the wants and consult the tastes of their customers. British traders are too apt, he thinks, to neglect such details as unworthy of consideration, because they are so confident that their manufactures are superior to all others.

An interesting case, involving the question of the Permanent Committee's status since the withdrawal of the Plague Proclamation, came before Comr. Hastings, acting magistrate, to-day. Henry Shorey, a sapper in the Royal Engineers, employed as a Sanitary inspector by the Permanent Committee, charged Fung Sui Wan, comrade to Messrs. Linstead and Davis, and his son, Fung Sui Tong, with assaulting him while in the execution of his duty at No. 14, Fletcher Street, on the 5th September; and the two Chinese charged Shorey with assault at the same time and place. The evidence showed that on the 29th August, printed notices addressed to 'The Householder' was sent by the Permanent Committee to the office of Linstead and Davis, stating that certain houses in Fletcher Street (giving numbers) were in an insanitary condition and must be put right, failing which the householder would be liable to a penalty of \$200 and to such expenses as the authorities might incur in doing the work; and appended was an alternative notice to the owner, in case the householder could not be reached. The notice was returned by an office-boy, who said it did not belong there, though Messrs. Linstead and Davis were agents for the owner (Mr. Sharp) and their comrade was the tenant, and the firm engaged Mr. H. L. Dennis to appear in the Police Court in this case. On the 4th September, Sapper Shorey was taken by Corporal Finey to inspect the house, early in the morning; and finding that it was not put right, he went again in the afternoon. The comrade then told Shorey that the firm said no whitewashing was to be done, and it was noticed that work which had been started at other houses in the street was suspended. Next morning (5th) Shorey again went to see in what condition the house was; the comrade then showed him a letter from the firm, as follows:—'Bearer is our representative, and we must request that before you take any further steps to remove furniture from Fletcher Street you either give your name or communicate with us direct.—Linstead & Davis, agents for the owners, Fletcher Street.' The Proclamation had been withdrawn on the 3rd. Shorey read the letter, and said to Fung Sui Wan, 'Very well, come with me to the Colonial Government office or Linstead & Davis.' The comrade then pushed the Sapper downstairs and called for the police, and a crowd at once collected in the street. The Chinese alleged that he had pushed them about, poked them with his stick, and insulted some women in the house; but he denied having touched anybody until after he was knocked down stairs. His Worship found that Shorey was technically to blame in entering the house without producing written authority, and so found him over in the sum of \$2 to be of good conduct for two months. As to the assault on him, there was only one witness—himself—and the two Chinese must therefore be discharged. One Chinese witness who persistently used the words 'going kung' (soldier devil) was fined \$4 for contempt of court.—It certainly seems a pity that, apparently by an oversight, the soldier was not provided by his superior with proper authority to carry out the orders given him. He bears an excellent record, and has worked hard from the very first of the plague, without ever a complaint against him. It was surely not his business to enquire whether there was any legal informality about the instructions which he was ordered to carry out, and we hope he will not be the loser.

It is becoming more and more apparent throughout the British Empire that if the labouring classes are going to exercise the power which their powerful organisations give them, it will be absolutely impossible for capitalists to hold their own against the more favoured capitalist of foreign countries. One thing essential for the development of business is security for the capitalist. Railway and mining and seaman's strikes are so many nails in the coffin of British trade, and it is little wonder that the capitalists and especially shipowners should prefer foreign labour. In the paragraph given below expression is given—in terms almost precisely similar to those used rather more than a year ago by the President of the British Merchant Marine Officers' Association in Hongkong—to the belief of shipmasters that nothing can beat a British crew—if they were only less troublesome. The paragraph we quote is as follows:—

THE CHINA-JAPAN WAR.

TRADE BETWEEN THE BELIEVEMENTS.

Two days ago we gave a translation from the *Chinese Mail* of the second proclamation by the Lekin Office relative to the trade at Canton, in Japanese articles. The following letter is now sent us by the Secretary of the Chamber of Commerce:—

Canton, 3rd Sept., 1894.

Sir,—Referring to my letter of 31st ult., I have the honour to inform you that in a further notice issued by the Lekin Office it is explained that the prohibition to import Merchandise from Japan, or of Japanese origin, applies only to Chinese dealers.

The prohibition does not apply to Coal or Rice from Japan, both these may be imported without restriction.—I have &c.

(Signed) BYRON BRENNAN, The Honorable the Colonial Secretary Hongkong.

FOOCHOW NOTES.

September 1.

We understand that in the absence of fresh supplies the stocks of grain are becoming seriously diminished.

On the 21st last six scholars of the Anglo-Chinese College went down to the river to bathe, when four of them, getting into difficulty, to an architect's, learned the art and mystery of scheming plans and drawing elevations.

We hear that Mr. Ting Tung-chi, who was for some time manager of the Imperial Chinese Telegraph office here, has lately been appointed principal Magistrate at Foochow.

The following is the Tea Export since our issue of 25th ultimo as per consignees returns:—

For London:—

For s.s. *Adelaide*.....159,842 lbs.

For s.s. *Port Adelaide*.....201,471

There is a report that a rising has taken place at Ho-ken in the Kiang-si province. The celebrated secret society of the Ko-ko-hwei is said to be at the bottom of it. Troops have been drafted from the city of Kien-sing and the neighbourhood to assist in quelling the disturbance. Ho-ken is a large town one day's march from the North-western border of the Fukien province.

It is reported that a gang of armed thieves, twenty in number, broke into the house of a retired Mandarin last Saturday night. The alarmed inmates managed to get a man out to call for help from the *Teepo*, and on the arrival of this functionary with the police the thieves made off, carrying with them all the valuables they had been able to collect in the meantime.

News has only now reached us of a disturbance having taken place in Hing-hwa early last month. Great alarm had been caused by the continued long drought and the people waited on the Prefect at his *men* to beg him to join in a public prayer for rain. He stated that he was too busy, but on being pressed offered to send his son to act on his behalf. This reply dispelled the petitioners greatly in quelling the disturbance. Ho-ken is a large town one day's march from the North-western border of the Fukien province.

It is reported that a gang of armed robbers, twelve in number, broke into the house of a retired Mandarin last Saturday night. The alarmed inmates managed to get a man out to call for help from the *Teepo*, and on the arrival of this functionary with the police the thieves made off, carrying with them all the valuables they had been able to collect in the meantime.

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Mails.



STEAM FOR
CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *ROHILLA*, Captain G. C. HENNING, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 13th September, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the *SUTLEJ*, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 6th OCTOBER, 1894.)

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. H. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, September 4, 1894. 1415

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID.

MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX;

ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 19th September, 1894, at Noon, the Company's S.S. *YARZ*, Commanded by MAURER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 18th September, 1894. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required, for further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, September 5, 1894. 1442

NORTHERN PACIFIC STEAMSHIP
AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Tacoma..... | Tuesday | Sept. 26.
Seattle..... | Tuesday | October 16.
Victoria..... | Tuesday | November 6.
Tacoma..... | Tuesday | December 11.
Seattle..... | Tuesday | Jan. 195.

THE Steamship *TACOMA*, Captain VICTOR PERKES, sailing at Noon, on TUESDAY, 26th September, will proceed to VICTORIA, B.C., and *ACACIA* via SHAGHAL, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

General Invoice of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, GARLILL & CO., Agents.

Hongkong, August 28, 1894. 1397

SANTAL-MIDY.

The pure essence of Santal obtained by Midy's process from the best Myroco wood.

SANTAL-MIDY entirely different from the Santal oil of the Indian tribes, is superior to Copal, Cuban, or injections, and free from all bad smell and other inconveniences.

SANTAL-MIDY cures all disorders of the urinary organs in either sex in 48 hours.

SANTAL-MIDY is contained in small round Capsules, each of which bears the name..... in black letters, without *MIDY*, which name are genuine.

SANTAL-MIDY Beware of Imitations. All other Capes or mixtures, contain impurities, residue, oil, &c., and are worse than useless.

SANTAL-MIDY is sold by all druggists and medicine dealers throughout the world.

Paris: 8, Rue Vivienne, 8.

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UP THE YANGTSE,
BY
R. H. PARKER,
with
SKETCH MAPS.
PRICE, \$1.50.

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The Yangtse Gorges and Rapids in Hu-pe.
The Rivers of the Upper Yangtse.
The "Wanderings" of the Traveller
through the Gorges of the Great River
Special Observations.
A Journey in North Sz Ch'uan.
Nan-ch'uan and the Kung-t'ung River.
Up the Kiang-ling River.
The Great Salt Wells.
North Kwei Chou.
The Wilds of Hu-pe.
Sz Ch'uan Plants.

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MESSRS. KELLY & WAUGH, Limited

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of Ladies and Gentlemen, can now
be had at this Office.—Price, \$1 each.

China Mail Office.

For Sale.

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TS'IN-TS-Z-MAN,
LITERALLY TRANSLATED AND EXPLAINED

BY
DR. E. J. EITEL.

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CHINA MAIL OFFICE,
Hongkong, May 17, 1893. 905

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LISE Case of

REGINA V. PITMAN,
containing the whole of the Proceedings at
the Police Court, full report of the trial in
Criminal Sessions, with connected Corre-
spondence and comments of the Press.

To which is now added a Report of the
Case of

PITMAN V. KESWICK
AND OTHERS.

Price per Copy, 50 CENTS.

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1894. 1894.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.



SAFETY—SPEED—PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PRINCIPAL SAILINGS FROM HONGKONG.

EMPERESS OF JAPAN...Comdr. G. A. LEE, R.N.R., Wednesday, 3rd October.

EMPERESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R., Wednesday, 31st Oct.

EMPERESS OF INDIA...Comdr. O. P. MARSHALL, R.N.R., Wednesday, 28th Nov.

THE magnificence of this Line goes through the famous INLAND SEA OF JAPAN, and usually makes the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS (the Company having received the highest award for speed at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are ornate and unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, General Agent,
PEDDER STREET. 1440

Hongkong, September 5, 1894.

SHARE LIST—QUOTATIONS.—SEPTEMBER 7, 1894.

Stocks. Nos. of Shares. Value. Paid-up. Closing Quotations, Cash.

HONGKONG AND SHANGHAI BANK CORP., \$10,000 \$ 125 all 92 % prem., sales & sellers

NEW ISSUE. 99,870 E 10 E 1.10 nom. 10 E 1.25

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CANTON INSURANCE OFFICE CO., LTD., 10,000 \$ 250 8 \$6140, buyers 24,000 \$ 250 8 \$6140, buyers

CHINA TRADERS INSURANCE CO., LTD., 24,000 \$ 250 8 \$6140, buyers

NORTH CHINA INSURANCE CO., LTD., 5,000 \$ 250 8 \$20,800, sales and sellers

STRATA INSURANCE CO., LTD., 30,000 \$ 250 8 \$20,125

UNION INSURANCE SOCIETY CO., LTD., 10,000 \$ 250 8 \$20,125

YUNG-TSE INSURANCE ASSOCIATION, LTD., 8,000 \$ 250 8 \$17, buyers

PRINCIPAL INSURANCES.

CHINA FIRE INSURANCE CO., LTD., 20,000 \$ 10 E 2.57

CHINA FIRE INSURANCE CO., LTD., 25,000 \$ 10 E 2.50

HONGKONG FIRE INSURANCE CO., LTD., 20,000 \$ 10 E 2.51

STRATA FIRE INSURANCE CO., LTD., 20,000 \$ 10 E 2.51

DOORS.

HONGKONG & WHAMPAO DOOR CO., LTD., 12,500 \$ 125 all 78 % prem., sales

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CHINA AND MANILA S. S. CO., LTD., 5,000 \$ 50 all \$67

DOUGLAS CARGO SHIP CO., LIMITED... 20,000 \$ 50 all \$52

H.K. C. AND M. CO. & CO., LTD., 30,000 \$ 20 all \$26, sellers

INDO-CHINA S. N. COMPANY, LIMITED... 90,000 \$ 10 all \$30 nom., sales

STEAM LAUNCH COMPANY, LIMITED... 2,000 \$ 20 all \$30 nom., sales

CHINA MUTUAL S. N. CO., LIMITED... 20,000 \$ 10 E 10 \$7, £2.10, £1, sellers

DO. (new issue) 20,000 £ 10 E 10 £1

REFINERIES.

CHINA SUGAR COMPANY, LIMITED... 15,000 \$ 10 E 10 \$157

UNION SUGAR COMPANY, LIMITED... 7,000 \$ 10 E 10 \$48, sellers

WHALES.

H.K. & Kow. Wharf & Godown Co., 20,000 \$ 50 all \$37, buyers

WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED... 2,600 \$ 100 \$ 37, buyers

LAND AND BUILDING.

HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED... 50,000 \$ 10 E 50 \$51, sellers

KOWLOON LAND AND BUILDING COMPANY... 6,000 \$ 50 \$ 31 \$10, nom.

HUMPHREY'S ESTATE & FINANCE CO., LTD., 1,000 \$ 10 E 10 \$10, nom.

WEST POINT BUILDING CO., LIMITED... 12,500 \$ 50 \$ 40 \$20, sales

TRAMWAYS.

H.K. HIGH-LEVEL TRAMWAYS CO., LTD., 1,200 \$ 100 all \$70

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JELEBU MINING & TRADING CO., LTD., 45,000 \$ 50 all \$5.85, sales and buyers

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NEW BALMORAL GOLD MING CO., LTD., 15,000 \$ 10 all \$2, sales; \$1.80, sellers

RAUB AUS GOLD MINING CO., LTD., 200,000 \$ 13.10 \$5, sales and buyers

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SHANGHAI, ETC.

HONGKONG HOTEL COMPANY, LTD., 6,000 \$ 50 all \$21, \$21

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